

WHAT IS CLAIMED IS:

pub 1 1. A parking lock mechanism for an automotive transmission by which a transmission shaft mounted with roller bearings is lockable with respect to a transmission housing, comprising:

a roller bearing outer race connected in a form-fitting, rotationally fixed manner to the transmission housing; and

an axially displaceable body connectable in a rotationally fixed manner to the transmission shaft, the axially displaceable body lockable in a form-fitting and rotationally fixed manner with respect to the roller bearing outer race.

Sub 3 2. The parking lock mechanism according to claim 1, further comprising a locking mechanism that is locked when the parking lock mechanism is engaged, the roller bearing outer race including a gearing arranged on an end face inside the transmission housing configured to rotationally fix and form-fittingly connect to the axially displaceable body.

3. The parking lock mechanism according to claim 1, further comprising a roller bearing pair including the roller bearing outer race, the roller bearing pair supporting the transmission shaft in an X arrangement, the roller bearing outer race including a gearing configured to rotationally fix and form-fittingly connect with the axially displaceable body arranged on an inside of the X arrangement.

4. The parking lock mechanism according to claim 3, wherein the gearing is arranged on the inside of the X arrangement on an end face.

pub 1 5. The parking lock mechanism according to claim 4, further comprising a pin connection including multiple pins configured to form-fittingly and rotationally fixedly connect the roller bearing outer race with the transmission housing, the transmission housing including a light metal cast part.

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cont* 6. A roller bearing outer race, comprising:
an arrangement configured for form-fitting torque
transmission to a transmission housing; and
a gearing engageable with a corresponding gearing.

*Sub
B3* 7. The roller bearing outer race according to claim 6,
wherein the roller bearing outer race includes a component of
an angular roller bearing forming an X arrangement with a
second angular roller bearing to support a transmission shaft,
which is lockable with respect to the transmission housing,
the gearing of the roller bearing outer race arranged on an
inside end face with respect to the X arrangement.

8. The roller bearing outer race according to claim 7,
wherein the arrangement configured for form-fitting torque
transmission includes a pin connection.

*add
a3*